**MEETING MINUTES**

**SOUTHEAST MICHIGAN REGIONAL TRANSPORTATION OPERATIONS**

**COORDINATING COMMITTEE**

Date: July 13, 2012

Time: 9:00 AM

Meeting Held: Southeast Michigan Transportation Operations Center (SEMTOC), Detroit, Michigan

Present Representing Phone Number E-Mail

Wilfred Beal City of Detroit (313) 833-0159 wilbea@detroitmi.gov

Dayo Akinyemi SEMTOC MDOT (313)256-9800 …… AkinyemiO@michigan.gov

Dave Berridge MDOT (517) 373-8090 berridged1@michigan.gov

Brandon Boatman MDOT (517) 373-6898 boatmanb@michigan.gov

Tom Bruff SEMCOG (313) 324-3340 bruff@semcog.org

Chanita Charles SEMTOC URS (248) 867-7921 charlesc@michigan.gov

Dawn Bierlein RCOC TOC (248) 858-7250 dbierlein@rcoc.org

Amy Lipset MDOT (517) 373-2909 lipseta@michigan.gov

Merv Teague Carrier & Gable (248) 477-8700 frankcarrier@carriergable.com

Kevin Hogan Motor Carrier Sgt MSP (313) 456-6604 hogank@michigan.gov

Sarah Gill SEMTOC MDOT (248) 867-6841 gills@michigan.gov

Angie Kremer MDOT Incident Mgmt (517) 241-4970 kremera@michigan.gov

Dominique Matich Traffic Imp. Assn (248) 334-4971 dmatich@tiami.us

Kenneth Kucel Wayne Co Roads (313) 224-8142 kkucel@co.wayne.mi.us

Charles Black MSP/CVED (248) 584-5750 blackc@michigan.gov

Sgt. Craig Shackleford Bloomfield Twp PD (248)433-7749cshackleford@bloomfieldtwp.org

Phil Wagner West Shore Fire (734) 476-2360 pwwagner@charter.net

Ghalib Hanouti Wayne County Traffic (734) 955-2921 ghanouti@co.wayne.mi.us

Richard Beaubien Beaubien Engineering (248) 515-3628 rfbeaubienpe@gmail.com

Traffic Operations Center Tour

Sarah Gill from the MDOT Traffic Operations Center led a tour of the new building recently occupied by the Southeast Michigan Transportation Operations Center. The Traffic Operations Center is part of the new MDOT Detroit Operations and Service Center at1060 West Fort Street in Detroit, Michigan. The Traffic Operations Center is co-located with the Michigan State Police Regional Dispatch Center, and this allows information to be shared between the Michigan Department of Transportation and the Michigan State Police. The Police can see the closed circuit television images available on the video wall, and the video images aid in the police dispatch operations. The new building includes eleven conference rooms. It includes an equipment room to test ITS equipment before it is placed in the field. The MDOT Detroit Transportation Service Center will be moving into the building at the end of July 2012. The Michigan Small Business Development office will also be housed in this building.

Freeway Operations Report

Dayo Akinyemi from MDOT SEMTOC reported on Freeway Operation activities. The full move into the new building from the previous operations at the Michigan Intelligent Transportation Systems Center is expected to be complete at the end of August. Power at the new building was interrupted during the storm on July 5, and SEMTOC has been working to resolve power issues. MDOT has a pilot project to reduce user delay on I-94 in Metro Detroit. MDOT is tracking incidents that block a lane for more than two hours and is following up with first responders to determine what can be done better. The probe data MDOT will be using to provide travel information has been delayed. More MDOT staff will be initiating conversations with first responders to learn how to improve traffic incident management.

Sarah Gill reported on some of the planned special events activities. The traffic attracted to the Fireworks on the Detroit River was handled in an efficient manner because of the experience the different agencies have in working together. Traffic from the event was cleared by 11:30 pm. Planning for the Thanksgiving Day Parade in Detroit has begun. Thanksgiving Day traffic comes in three waves – the Turkey Trot run in the morning, the Parade itself, and the football game at Ford Field. Other special events being planned are the Art Fair in Plymouth and the Woodward Dream Cruise.

The coming weekend will feature the closure of I-75 between I-96 and I-375, and Gold Cup Races will be held on the Detroit River. The ATMS software from Delcan is adding dynamic message signs to the menu, and travel times will be displayed. More booths have been opened on the Blue Water Bridge, so traffic on the Bridge Plaza is operating better. An Open House is planned for the SEMTOC operation in the fall of 2012, details will be provided by the Michigan Department of Transportation. The Southeast Michigan Fire Chiefs will be holding their November 8, 2012 meeting at SEMTOC.

First Responder Video

The Federal Highway Administration has reported that a video on traffic incident management oriented to first responders has been prepared by the International Association of Chiefs of Police. This video is intended for use at roll call, and it is expected to be released in September. Brian Boatman reported that there are several TIM videos currently available on respondersafety.com.

Lifesavers Conference Traffic Incident Management Track

The Lifesavers National Conference on Highway Safety Priorities was held in Orlando, Florida, June 14-16, 2012. It gets much of its direction from the National Highway Traffic Safety Administration, and the topics for discussion included occupant protection, bicycle/motorcycle/pedestrian safety, roadway safety, criminal justice, distracted driving, impaired driving, older drivers, and traffic incident management. Traffic incident management was a new track this year. This track included presentations by Angie Kremer from the Michigan Department of Transportation, Dayo Akinyemi from the Michigan Department of Transportation, and Richard Beaubien from Beaubien Engineering. Highlights of this conference are attached for information.

Arterial Traffic Management

Tom Bruff reported that the ITS America State Chapters Workshop on Integrated Corridor Management will be presented in Detroit at the Southeast Michigan Transportation Operations Center on September 19, 2012. This will be accompanied by a discussion of the ongoing Integrated Corridor Management studies in Wayne, Oakland, and Macomb Counties.

Statewide Traffic Incident Management Report

MDOT Traffic Incident Management Engineer Angie Kremer reported on statewide traffic incident management progress. One of her research projects explores how to get information on the “steer it, clear it” law to the public. A telephone survey of 800 people has been completed, and a workshop on the subject was held in the Jackson area. A second research project will develop best practices for emergency detour signing. It will develop standard agreements. Workshops for these best practices are planned for Taylor, Kalamazoo, and Saginaw. A campaign to inform motorists about the “move over or slow down” law is being planned by the Michigan State Police.

Kelly Bartlett from Michigan DOT will be working with the Michigan State Police to develop text for “hold harmless” legislation. Tom Bruff will try to arrange a connection with the SEMCOG legislative representative. He is collecting information on how other states have developed this legislation. The Michigan Towing Association should be involved in reviewing and commenting on the proposed text.

Angie Kremer has made presentations on traffic incident management at a workshop in the western part of the state, the fire association meeting, and the Michigan State Police Academy. The updated State Strategic Safety Plan will likely include elements of traffic incident management.

Traffic Incident Management Tips

Sgt. Craig Shackelford from Bloomfield Township provided highlights of the traffic incident clearance program for Southeast Oakland County. A summary of that program is attached.

Next Meeting

The next meeting for the Southeast Michigan Regional Transportations Operations Coordinating Committee is scheduled for October 26, 2012 at the Southeast Michigan Transportation Operations Center. These minutes are intended to be a summary of those items discussed. Any corrections and/or comments should be noted to the writer as soon as possible.

Respectfully submitted.

BEAUBIEN ENGINEERING



Richard F. Beaubien, P.E., PTOE

Chair-Southeast Michigan Regional Transportation Operations Coordinating Committee

pc: All present

**Lifesavers Conference 2012 Highlights**

The Lifesavers National Conference on Highway Safety Priorities was held in Orlando, Florida, June 14-16, 2012. It gets much of its direction from the National Highway Traffic Safety Administration, and the topics for discussion included occupant protection, bicycle/motorcycle/pedestrian safety, roadway safety, criminal justice, distracted driving, impaired driving, older drivers, and traffic incident management. Traffic incident management was a new track this year. This track included presentations by Angie Kremer from the Michigan Department of Transportation, Dayo Akinyemi from the Michigan Department of Transportation, and Richard Beaubien from Beaubien Engineering. Angie Kremer’s presentation focused on the use of photogrammetry to assist in quick clearance of traffic incident scenes. Dayo Akinyemi provided information on the Michigan Department of Transportation Southeast Michigan Transportation Operations Center and the use of closed circuit television cameras, dynamic message signs, and other Intelligent Transportation Systems technologies to provide safe, quick clearance of incidents. This Center is co-located with the Michigan State Police dispatch operation, and the service patrol assists 50,000 motorists annually. He also noted the importance of partnerships with other agencies.

 Richard Beaubien provided a history of the traffic incident management program in Metro Detroit, and he noted the importance of Responder Safety Workshops, Table Top Exercises, and Partnering Workshops in bringing various disciplines together for the common goals of safe, quick clearance. Some lessons learned included: 1) State DOT and Police partners change approximately every two years, 2) Emergency managers are better at running table top exercises than State DOT personnel, 3) First responders have a more significant role in managing the incident scene than transportation officials, 4) Learning how to share transportation operations information means safe response and quick clearance of traffic incidents.

Walter Kraft from Vannase Hangen Brustlin in Newark, New Jersey, summarized a survey of Regional Traffic Incident Management by the Transportation Research Board Committee on Regional Transportation Operations. The survey found that funding for regional traffic incident management activities comes from State Transportation Funds (56%), Regional Transportation Funds (24%), and Local Funds (18%). Other funding sources included federal funding from CMAQ, STP, and NHS. Challenges noted in the survey were getting participation from stakeholders with differing goals and resources, funding, education, involvement of towing services, and keeping the media involved. Successful practices included a response vehicle for severe incidents dispatched with a trained incident manager, joint training of responders, and co-location of dispatchers. One of the survey conclusions was a need and desire for a more consistent and structured approach to and funding for traffic incident management at the regional level.

Laurie Matkowski from the Delaware Regional Transportation Planning Commission reported on the traffic incident management program in the nine county Philadelphia region. The Delaware Regional Planning Traffic Incident Management Program includes Traffic Incident Management Task Forces, Interactive Detour Route Mapping, and Regional Intermodal Information Sharing. The Incident Management Task Forces are organized in eight different portions of the region, generally by corridor. The Task Forces improve coordinated response, foster interaction among stakeholders, identify and address critical needs, and give other organizational perspectives. Typical Task Force activities include quarterly meetings, elected chairpersons, rotating venue, a contact list, and an action plan. The Interactive Detour Route Mapping is an internet application that provides access to official New Jersey DOT and Pennsylvania Detour Routes. It provides information for five Pennsylvania counties and eight New Jersey counties. The Regional Intermodal Information Sharing provides timely and clear incident notifications and information on the transportation situation. It broadcasts situational information to a wide array of agencies and improves knowledge of the “big picture”. It reduces the time and cost of obtaining information during emergencies.

Walter Dunn from Dunn Engineering gave a presentation on Assuring Traffic Safety at Planned Special Events. He defined a Planned Special Event as a public activity with a scheduled time, duration, and location that may impact the normal operation of the surface transportation system due to increased travel demand and/or reduced capacity attributed to event staging. Planned special event categories are discrete/recurring event at a permanent venue, continuous event, street use event, regional /multi venue event, and rural event. The goals for managing travel at planned special events are achieving predictability, ensuring safety, maximizing efficiency, and meeting public and event patron expectations. The traffic management plan components are site access and parking plan, pedestrian access plan, traffic flow plan, and traffic control plan. Some of the traffic management techniques to consider are route marker /destination signing, portable changeable message signs, three lane operation for peak traffic flows, highway advisory radio, establishment of a command center, left turn restrictions, radio communications, aerial surveillance, exclusive bus roadway, specific roadway assignment, traffic flow control, metering system for bus operations and parking operations, and on-site traffic management. Traffic incident management and safety considerations may include portable lighting, increase or initiate service patrols, and traffic incident quick clearance initiatives. Event managers should consider arrival strategies that encourage patrons to arrive early before an event and departure strategies that encourage patrons to stay late after an event.

*Details of these presentations and other presentations may be found at www.lifesaversconference*

**Southeast Oakland County Crash Investigation Team (SOCCIT)**

Executive

* Recognize the need to improve travel time reliability from better traffic incident management.
* Have a plan and agreements in place before they are needed. A (MOU) provides the framework to promote a collaborative effort to further refine and promote coordinated decision-making and information sharing in planning, design, deployment, operations, funding and evaluation of crash team.
* Adopt an “Open Roads Philosophy” and make “Quick Clearance” part of your agency’s daily operational plan.

Operations

* Utilize the Incident Command System. Keep everyone’s training updated.
* Establish an Incident Action Plan. Make it scalable based on current need. This plan will promote consistent response to traffic incidents irrespective of which organization is the first to respond.
* Develop response objectives based on priority, assign roles, set a clearance time target and execute procedures to achieve your target. SOCCIT uses a 2-hour standard for clearance of serious and fatal crashes.
* Build your team’s competency in the areas of incident management and crash investigation. Improve your overall ability to properly access incidents and efficiently execute investigative protocols. Identify gaps in skills, recruit and train to fill those gaps.
* Pre-package or pre-load as many response assets as you can. Carry a base-line capability with you at all times- This is sometimes referred to as a “Go Kit”.
* Conduct a pre-opening safety briefing and coordinate the roadway opening process.

Supervision/Incident Command

* Have a supervisor on the scene-Their role is to keep the response moving forward. Document the team’s progress. Review as a team.

Responder safety

* Ensure responders are wearing the appropriate ANSI class garment for their role.
* Vehicle lighting and position should add to a safety positive worksite. Blocking vehicles should not be occupied.
* Lane tapers should be established consistent with the current version of the Manual of Uniform Traffic Control Devices. Proper lane tapers improve the safety of everyone by separating moving traffic from the incident response area. Your actions should protect responders by defining clear, or buffer, zones near moving traffic that responders should not occupy.

Communication

* Improve communications: Ensure same-channel radio capability and establish alternate methods such as cell radios and mobile data devices.
* Simultaneously dispatch police, EMS and towing responders to incidents.

After Action Review

* Identify solutions that target and mitigate deficiencies. Streamline processes that slowed you down. Institutionalize the operating procedures and processes that contributed to your success.

Adopt the basic operational philosophy “Get in, Get the job done, Get out, and review how you did”.